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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

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818*

COUNTRY Yugoslavia

DATE DISTR. 7 AUG 50

SUBJECT Construction of the Podlugovi-Breza-Vares Standard Gauge Track.

NO. OF PAGES 2

PLACE 25X1C

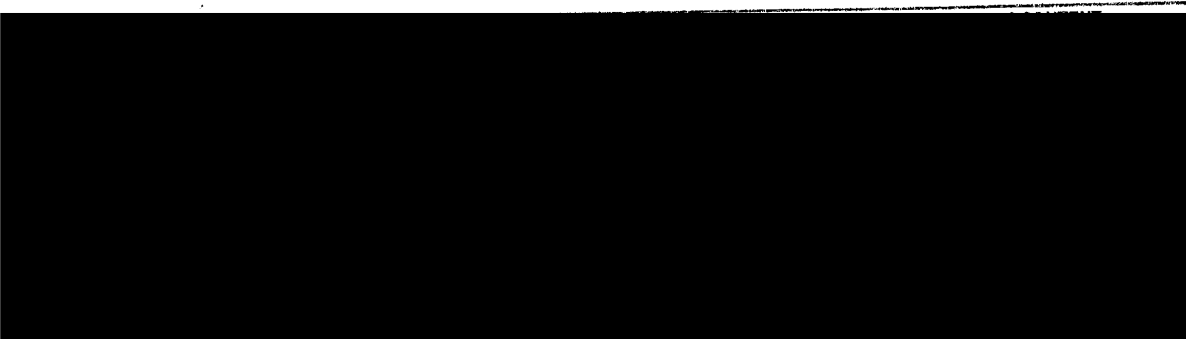
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INFO.

SUPPLEMENT TO
REPORT NO.



- 25X1X
1. Work continues on the construction of the Podlugovi-Breza-Vares standard gauge track which was begun in 1948. The narrow gauge track which was abandoned when the Samac-Sarajevo line was built still runs alongside the new line. The Samac-Sarajevo line is the main railroad artery of Bosnia and Hercegovina.
 2. In order to construct this line 23 tunnels must be dug and 15 bridges and a large viaduct built. It is planned to electrify this railroad in the future.
 3. The new line branches off from the Podlugovi-Breza standard gauge track not far from Zupce, then comes out to the new railroad station (unidentified), and continues on until it passes a bridge whose cement pillars have already been planted. Next comes a series of 13 tunnels with distances apart varying from one kilometer to several hundred meters. When the train emerges from the thirteenth tunnel, it passes over the large viaduct which is approximately 135 meters long. The central pillar of the viaduct is 35 meters high, and construction of the pillars for the viaduct will require 800 cubic meters of cement. The viaduct can be seen only for a brief moment from the train because it connects the thirteenth and fourteenth tunnels. From the fourteenth tunnel onward the train passes through about 10 more tunnels which are spaced at intervals of approximately one kilometer.
 4. Currently, approximately 2,500 Liberation Front men are working on the railroad as well as 80 professional miners who are helping dig the tunnels. The first tunnel (236 meters) and the fourth tunnel (96 meters) have already been dug out and are now being completed with cement. All brigades working on the construction of this railroad have obligated themselves to complete the 1950 plan in four months, but the constant breaking down of machinery makes such a goal unfeasible.
 5. The material necessary for the construction of the railroad comes by means of a small locomotive.
 6. The new Podlugovi-Breza-Vares railroad is expected to eliminate expensive transfers of cargo, to speed up shipping of raw and other materials to the

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iron and steel plant in Vares, and to assist in expediting the transit of finished products.

7. A new station building, Breza, is being constructed on the existing platform at Bran-Kamen.

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